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# Hongkong Daily Press.

ESTABLISHED 1857.

THE  
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KING EDWARD VII.  
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\$15.50 Per Dozen.  
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No. 14,734 號四十三百七千四萬一第 日七十二月五年壹十三結光 HONGKONG, THURSDAY, JUNE 29TH, 1905. 四拜禮 號九十二月六年五零百九十一英港香 PRICE, \$3 PER MONTH.

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VERY OLD LIQUEUR  
SCOTCH WHISKY.  
A. S. WATSON & CO.  
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WINE AND SPIRIT MERCHANTS,  
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A Blend  
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Distillations of the  
Finest Scotch Whiskies.  
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\$4.50 per Cask 375 lbs. net ex Factory.  
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SHEWAN, TOME'S & CO.,  
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Hongkong, 1st March, 1905. 15142

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING  
of Members will be held in ST.  
ANDREW'S HALL, City Hall, TODAY (THURSDAY), the 29th June, at  
5.15 P.M., for the purpose of considering and  
passing the Annual Report and Statement of  
Accounts for 1904.

FRANK LAMMERT,  
Acting Hon. Secretary.  
Hongkong, 2nd June, 1905. 15105

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND  
LODGE will be held at the FREE-  
MASON'S HALL, on SATURDAY, the 1st  
July, at 8.30 for 9 P.M. precisely. Visiting  
Brethren are cordially invited to attend.  
Hongkong, 27th June, 1905. 1526

TUITION.

CLASSES in FRENCH and ENGLISH  
will be opened by an Experienced Teacher  
next month. Moderate fees.  
Apply to "H."  
Care of Daily Press Office.  
Hongkong, 24th June, 1905. 1512

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Apply to— J. M. O.  
Care of Daily Press Office.  
Hongkong, 21st June, 1905. 1519

SITUATION WANTED.

A DVERTISER, age 34, desires a position  
as GENERAL OFFICE ASSISTANT;  
has a thorough knowledge of Bookkeeping and  
Accounts, and Typewriting; can also Speak the  
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Apply by letter to—  
ENGLISHMAN,  
Care of Daily Press Office.  
Hongkong, 30th May, 1905. 152

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MACAO, CHINA.

In the Centre of the Praia Grande.

Both Hotels under experienced European  
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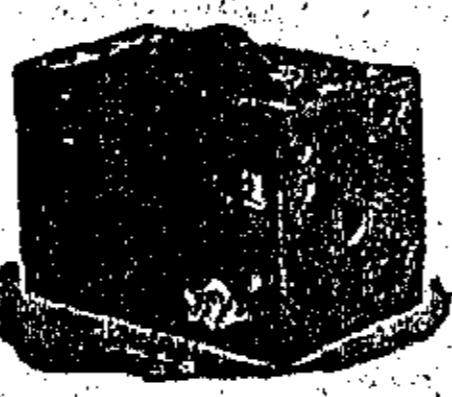
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WM. FARMER.  
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Hongkong, 15th August, 1904. 1539

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CURE INDIGESTION AND ALL STOMACH AND  
BOWEL TROUBLES.

SHERRELL'S FORD, N. C.  
July 3, 1903.

W. H. COMSTOCK CO.  
Gentlemen—I have used Dr. Morse's INDIAN ROOT PILLS for a case of dyspepsia  
and indigestion of long standing, and about three-fourths of a box completely cured the trouble,  
after several other popular remedies failed. I consider them worth their weight in gold.

Very truly,  
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CHEMISTS AND DRUGGISTS,  
AND  
AERATED WATER MANUFACTURERS.  
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GOOD and RELIABLE PIANO of English manufacture at a MODERATE PRICE,  
have entered into a contract with a leading Maker to supply them with such an Instrument.

THE PIANO HAS BEEN SPECIALLY MADE TO WITHSTAND THIS  
CLIMATE and according to LANE, CRAWFORD & CO.'s design and suggestions, it has  
the appearance and tone of an instrument worth double its value; has extended fall metal frame,  
trichord, best check action; all fells, cloths &c., are riveted and sewn and also "poisoned"  
against insects.

First shipment has now arrived in Ebonized, Mahogany, Dark Oak and Fumed Oak cases.

PRICES \$390 \$425 \$450

LANE, CRAWFORD & CO.

Hongkong, 19th June, 1905. 1536

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MITSUI & CO.

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Sashara, Tanbeke, Yoshin-tani, Yoshi, Yunokihara, and other Coals.

S. MINAMI, Manager, Hongkong.

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EQUIPMENT.	EQUIPMENT.
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and cheap Magazine Cameras. Prices considerably reduced.

146

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De Profondes, by R. E. Mathot	\$16.00
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Academy Pictures (Cassell's) each	0.85
Paper	1.75
Dictionary of Sea Terms	3.90
Wainman's Engineer's Guide	9.00
Pall Mall Pictures of the Year	0.80
How to Win at Bridge	0.80
Modern Utopia, by Wells	1.75
La Force du Passé, par Daniel Lesseure	2.25
La Conquérante, par Georges Ohnet	2.25
La Trollop de Julesse de Mademoiselle Pruni, par Pierre Loti	2.25
Cloche, par Gyp	2.25
The World's Navies in the Boxer Rebellion	6.50
The Wild Irishman, by Crossland	1.75
The Game of Pit	1.50
New Hand-Book to West River	0.60
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Virgilia, by Irving Bacheller (Cloth)	1.75
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1544	

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Funds nearly

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BEFORE assuring elsewhere compare the Standard's rates with those of other Companies.

DODWELL & CO., LTD.

Agents.

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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

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Manage our Factories, and their practical knowledge and constant supervision enables us to produce waters of unrivalled excellence and purity.

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Chemists by Appointment to H.E. the Governor.

[33]

**NOTICE TO CORRESPONDENTS**  
Only communications relating to the news columns should be addressed to Mr. Ernest G. Co., who will forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous signed communication should have already appeared in other papers will be inserted. Orders for extra copies of "Daily Press" should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Prussia. Codes: A.B.C. 5th Ed. Lieber's P.O. Box, 33. Telephone No. 12

**BIRTH.**  
On 23rd June, at Shanghai, the wife of H. E. MCKEE, of a son.

**HONGKONG OFFICE: 14, DE VILLE ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.**

**The Daily Press.**

HONGKONG, JUNE 28TH, 1905.

ALTHOUGH some of the more thoughtful of British politicians have of late taken more than one occasion to point out the impropriety of attempts on the part of their Parliament to interfere with purely Colonial questions, there would seem to be but little improvement in this respect. The opportunities of making party capital in this manner are too tempting; and it is not surprising that an occasion was again seized to air all the well-worn complaints against Chinese labour in South Africa. The wire-pullers, however, cannot be highly congratulated on their success in this particular direction. Indeed, the last debate which took place in the House of Lords on this favourite subject is little short of depressing. The remarks made by the noble lords who undertook to dogmatise on this subject display a complete ignorance of the true state of matters both in China and in South Africa and an equal ignorance of facts familiar to everyone who has any practical knowledge of the matter. That it is possible to make party capital out of a question of this kind is a serious matter, and this consideration may, indeed, be regarded as the most important bearing of the debate. It is assumed that the Chinese are greatly oppressed; but no single complaint has been made by them, which can by any lawfulness be stretched beyond the kind of

grumbling that is certain from time to time to be indulged in by any persons against their employers. Even such minor complaints have been very few, but it will be astonishing if the lesson which these indiscreet persons are constantly teaching the Chinese be not taken to heart by them and if they do not better the instruction by raising difficulties and finding grounds for discontent which would otherwise never have occurred to them. This, no doubt, would be precisely what would best suit those who are pulling the wires in this matter and are setting a number of well-meaning but ill-informed people in England to do an amount of mischief of the extent of which they have little idea. The Bishop of Hereford seems to have specially distinguished himself in the direction of those fine broad platitudes which are so often successful with the large section of the public at home who are governed by catch words. The Chinese in the Transvaal are "an offensive yellow blot on our Empire of Freedom, and a triumph for the capitalists." The blot being yellow and the people benefiting by it being capitalists is particularly forcible; but in what possible way Freedom—in the sense in which the word is used by the Bishop—is interfered with by a labour contract fairly entered into and justly carried out is possibly clearer to the Bishop than to the public at large. The ridiculous part of the matter is that the amount of freedom that is really given up by the Chinese is exactly the same as that which is of necessity given up, in entering upon any contract whatever—the surrender (to take Anson's definition) of a right for a consideration. A man is free to walk over all his lands; but if he leases a portion of them he gives up his freedom to walk over that particular part. The employers cannot engage labourers otherwise than for a term and the Chinese are not disposed to leave their country without being certain of employment for a fixed period, and it is surely no invasion of the freedom on either side that the engagement should be made for such a time as will suit both parties, in precisely the same manner as is the case in engagements made in all directions for employment for a term. Mercantile and professional men and even public servants constantly make contracts for their "labour" on this basis; and the only point at which it could be said there is an invasion of the Chinese labourers' freedom would be if, in the place where he has to carry out his contract, he was unduly deprived of the rights of protection and of the justice which everyone is entitled to look for who is under the British flag. Hitherto there has not been the slightest indication of anything of this kind. The Chinese certainly enjoy as much freedom in South Africa as they would have in any other British Colony and much more than they would have in their own country. What, therefore, is there to be said in support of this repeated cry of "slavery" and of the terrible yellow blot which troubled the Bishop of Hereford?

It is some consolation to find that arguments of this kind did not command themselves to all the Peers in the House of Lords and that the Archbishop of Canterbury frankly admitted that every precaution had been taken to safeguard the welfare of the Chinese; but expressed surprise that the Blue Book did not mention the influence of the Chinese on the morality of the community. The reason would probably be easily apparent to him if he were in any way acquainted with the state of matters in the Transvaal or had any knowledge of the extent to which the Chinamen abroad form a community of their own and keep clear of the people. So far as the European population is concerned their influence may be considered as a very negligible quantity, and as to the natives, there are few Chinese, who would think of associating with them on familiar terms, any more than Europeans would; and even if they did so, it is quite a question whether the average morality of the African native is not in reality lower than that of the worst Chinese.

It is not very surprising that "the subject dropped," but unfortunately this is not the end of the matter. Such a debate could not fail to be a direct encouragement to the Chinese to endeavour to get up grievances and, were they a less level-headed set of people, they would certainly be induced to do so. On the whole, however, the Chinese, though prone to strike, are sufficiently shrewd to know when they are well off; and it will be time enough for their enthusiastic friends in England to concern themselves on their behalf, when the Celestials have discovered some grievances themselves.

Five plague cases have now to be added to the total, making it 192. Four of yesterday's five cases had fatal terminations.

The earthquake is said to have been the real cause of the recent delay in telegrams between Japan and China.

Dr. Blano, a popular and very able medical officer at Shanghai, has severed his connection with China, and returned to France.

Messrs J. C. dos Remedios & Co., as agents for the Royal Bar-Lock Typewriter, have sent us a calendar dating from 1st July, 1905, to 30th June, 1906.

For extracting and removing stone unauthorized from a place at Mohwan, Mr. F. A. Hazland yesterday fined a boatman and boutwoman \$50 each.

Three of the younger sons of the King of Siam have gone to Europe to be educated.—Siam is completing a wholesale army recruitment scheme.

At the Police Court yesterday Mr. G. N. Orme sentenced Chan Kiu to six weeks' hard labour and six hours' stocks for stealing a bundle of clothing valued at \$10 from a passenger on board the ss. *Hoachin*.

"Primo" Museo is S.P. of the local Lodge of the R.A.O.B. for July. At the monthly investiture of officers, songs were sung by "Bros." MacLean, Walston, Oxberry, Radcliffe, Golding, Lambie, Smith, Baldwin, Perkins, Musso, and Gaskell.

An Kam, an unemployed coolie, was found by the police in an empty house at Caine Road stealing the water taps. He was charged before Mr. F. A. Hazland at the Police Court yesterday, found guilty, and sentenced to six weeks' hard labour and six hours' stocks.

Mr. Thomas H. Reid has signed an article in the *Evening Standard* and *St. James's Gazette* of June 2nd, entitled "Dewy's Lesson to Togo." It tells what happened at Manila, when the Spanish fleet was destroyed. Mr. Reid went to the *Times* correspondent, being taken to the Olympia by the despatch boat *Emerald*.

Some fine godowns at Singapore are in immediate danger owing to a subsidence of the river bank near which they stand. The cracks and gaps in the ground are being hastily filled with hundreds of tons of granite. One of the threatened godowns is a new one, which is reported to have cost \$20,000 to build.

It is now definitely settled that there will be no organised opposition to the election of Mr. J. W. Lowther to the Speakership. The belief prevails in well-informed Unionist circles that Mr. Laurence Hardy will succeed Mr. Lowther as Chairman of Ways and Means and that Mr. Jeffreys will continue to act as Deputy-Chairman.

Commenting on Messrs Erich Georg & Co.'s report of the "awful stamp in Indo-China," the *N.C. Daily News* remarks:—"We wonder how many 'awful stamps' it will take to convince people of the danger of speculating in the shares of companies whose field of operations, or whose directorate, is situated thousands of miles away."

The Governor of Chahar, Mongolia, has reported to the War Office that fifteen deserters from the Russian Army in Manchuria recently arrived at Chahar in a starving condition and begged for food. The Governor supplied them with food and now asks whether the men should be interned according to neutral law, or handed over to the nearest Russian Consul to be dealt with.

The Master of a cargo boat, who went ashore at Wanchai on Tuesday to see the sights, was instantly watching a Chinese juggler when he felt a strange hand in his pocket. He turned round in time to see a coolie making off with his purse, and giving chase, caught and held him until a policeman arrived. Mr. G. N. Orme yesterday sentenced the coolie to one month's hard labour and six hours' stocks.

Captain Davison, R.N.R., of the British steamer *Tartar* which arrived in port yesterday, sighted on the 26th instant, on the Bonham Light near Shanghai, a cruiser with all funnel and masts apparently blown away. She was being towed by a tug flying the Danish flag. [Possibly this was the *Heine Christina*, recently raised at Manila, and which left here for Shanghai on the 20th inst. in tow of the tug *Robert K.*, although the tug would not be flying the Danish flag.]

The hearing of the case in which a coolie was charged with entering a European's house in Wanchai Road and stealing a quantity of clothing therefrom, and in which eight men from West Puntung were charged with receiving the stolen articles, was continued before Mr. F. A. Hazland at the Police Court yesterday. Mr. C. F. Dixey (of Mr. Hastings' Office) represented the man charged with receiving. In view of the evidence of the principal witness for the prosecution, Inspector Collett asked permission to withdraw the charges and the case was dismissed.

**WEATHER REPORT.**

The Hongkong Observatory yesterday issued the following report:

On the 28th at 11.55 a.m. The barometer rises in N. China and falls in S. China and Luzon.

A depression was leaving N. China and moving towards the Sea of Japan yesterday evening.

Returns from Japanese stations are lacking this morning.

Gradients are slight in S. China, and light to moderate S.W. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—W. to S.W. winds, light; fine.

carried forward.

## TYPICAL EXTRACTS FROM TOGO'S REPORT OF TSUSHIMA.

The official report by Admiral Togo concerning his great victory in the Japan Sea was issued by the Naval Department on the 14th of June. Some typical extracts follow:—"By the help of God and the bravery of the officers and men, the Japanese combined fleet succeeded on the 27th and 28th of May, in annihilating the Russian Squadron in the Sea of Japan. When the Russian warships appeared in the southern sea, my fleet, in compliance with superior instructions, concentrated its entire force in the Coran Strait, with a view to bring the enemy in the waters near our Empire and there attacking him. Full of hope and energy we awaited his northward movement in silence and patience, until after a short rest off the coast of Annan, the enemy began to proceed northward. In consonance with previous arrangements, we dispatched a number of scouting vessels to the south, several days before his approach to Japanese waters, all the other portions of the fleet remaining at their respective bases, ready to fight at any moment. Eventually, on the 27th, at five o'clock in the morning, we received a report by wireless telegraph from the scouting vessel *Shinko Maru*, in the south, to the effect that the enemy had appeared near Iki Island, apparently intending to proceed toward the East passage of the Tsushima Strait. Extremely excited and pleased, all our squadrons made ready to advance simultaneously."

"Between 10 and 11 o'clock, the squadrons under Vice-Admiral Kataoka, Rear-Admiral Matsuishi Togo, and Rear-Admiral Dawa approached very close to the enemy between Iki and Tsushima. Being fired upon by the Russians, they followed the latter as far as the vicinity of Okinoshima, telegraphing the precise condition of the enemy to the main force. In consequence of this means of information, although our range of vision was limited to only five miles by the thick haze, we were kept as well informed of the position of the enemy as if he had been within our sight, though he was in fact still distant."

"The enemy was proceeding in two columns, with the main force in the right van, and the special service vessels in the rear, and was steaming north-east at the rate of twelve knots an hour. Thereupon, I myself, left the base with our main force, with a view to intercept the van of the left column near Okinoshima at 2 o'clock."

"The *Clea Aurora*, many other minor cruisers, and the *Dmitri Doniskei*, and *Vladimir Monomach*, with many special-service vessels, were vaguely seen through the haze to be following the main force in an extremely lengthy line. I ordered the warships within my range of vision to take up a fighting formation, and at 1.55 I signalled to them to the following effect:—The fate of one Empire depends upon this battle. Every one of you must do your best."

"Being pressed by our main force, the van of the enemy turned little to the right and commenced the action by opening fire at 2.03 pm. Making no response, we approached him until we were only 6,000 metres away, when we concentrated our full fire on the vans of the two Russian columns. Being thus pressed to the south-east, both columns of the enemy turned to the east and tried to make off in an irregular line which formed a parallel with our vessels."

"The whole of the enemy's formation was then thrown into disorder, vessels catching fire one after another, so that a very wide area of the sea was shrouded in the masses of smoke borne along by the wind. Being thus screened by the smoke, and late, the enemy attempted to escape and, losing sight of him, deeply to our regret, we were obliged for a while to discontinue our firing. About this time we found that the stern of the *Azuma* had been struck by three shells under the water-line, and that her steering gear was damaged. As she made water rapidly, she was obliged to leave the line, but after undergoing some repairs she was able to re-enter it. A few other of our vessels had by this time also been damaged more or less." At 4.50 all the Russian vessels tried to escape to the south independently of one another, with the result that we lost sight of them, owing to the thick haze and smoke. We proceeded southward eight miles, firing upon the slow-moving Russian cruisers and special-service vessels to our right as we steamed along." I gave orders through the *Totowa* that all the vessels should proceed north and assemble at Ulneung Island (Matsuishi) or the following morning. This formed the conclusion of the engagement on the 27th."

"The Fujimoto torpedo-boat flotilla, which was following the cruiser-squadron, also attacked the *Sextant*, which bravely persisted in firing upon the Japanese, although only one gun remained at her stern. She was, however, twice torpedoed, and sank at 7.20 pm."

## UNCONQUERED RUSSIA.

The *Chosho Daily News* on June 21st says:—The Asiatic war so far has been nothing more than a colonial campaign on a large scale; this for the simple reason that she cannot employ more than a comparatively small part of her forces in the field so far distant from her military bases. It is not necessary to repeat here the enormous difficulties with which Russia has had to struggle during the entire war; but it may be safely said that never before in history has any European power undertaken so gigantic a task and carried it out with such enormous sacrifices. At the same time it is certain that the Asiatic campaign has not told heavily on Russia, then, for instance, the Boer war on England. The Russo-phobic papers of Great Britain should never lose sight of that.—It is a little difficult, even with the best possible intention, to see the justice of the comparison. Great Britain had one or two naval ships left, for instance. Our contemporary further on, after reminding us of British losses in South Africa, remarked that "the pearl of consistency seems to have been lost in the shifting sands of human passion." That is something on which we can agree. The Russian sappers seem to have deliberately lost it, and are too polite to explain that they do so from a reluctance to cast it before certain animals of ill-repute.

## A BATTLE WITH CHINESE BANDITS.

A North Chinese dispatch in the N.C. Daily News reports that a large body of mounted bandits, under a man called Chao-wu-pai-shih, attempted recently to pillage the territory of a Mongolian tribe to the north-west of that city, under the pretence that his men were the vanguard of a Japanese force on its way to meet the Russian Army coming eastward into Manchuria through Mongolia. The bandits, however, revealed their true colours by pillaging every village they came to, with the result that the countryside was aroused and not less than 15,000 Mongols came out, at the call of their prince and nobles, to drive out the bandits. The latter speedily found themselves attacked on all sides, and in a pitched battle that ensued, over three hundred bandits were slain, while the rest fled back to Manchuria.

## SHIPPING.

## A LAUNCH.

The *Iki Maru*, 1,500 tons, built for the Sasebo Railway Co. to run between Japan and Fusani, was launched at the Mita Bishi Dockyard, Nagasaki, on the 19th. She is of 1,500 horse-power.

## OLD CHINA CREW SUMMONED.

The captain and crew of the *Old China* have been ordered by the British Foreign Office to wire to return home at once. The whereabouts of the steamer is still unknown.

## THREE STEAMERS BUILDING.

The O. S. K. has ordered three steamers of 1,000 tons each from the Osaka Ironworks.

## S.S. CO. ABANDONED.

The formation of the Nagasaki Steamship Company has been abandoned, an agreement to undertake its proposed operations having been made with the Osaka Shosen Kaisha.

## "ROMULUS" SOLD.

The stranded captured German steamer *Romulus* has been sold to Mr. Ooka Kazuo of Hashiohama, where she lies stranded, for Y28,000. She is a vessel of 2,640 tons and had 3,500 tons of Cardiff coal for Vladivostock on board.

## N.Y.K. PURCHASER.

The N.Y.K. has bought at Bombay the *Vimera* and another British steamer, for its Bombay line.

## P. &amp; O. CARGOES.

A London paper says:—The P. and O. Company, which has for some months past been carrying the safest kinds of cargo in its Japan boats (ton, armoured, unarmed), has just had two boats insured against war risks on the voyage from Hongkong to Shanghai and Japan. Generally speaking, however, considerable relief is felt at Togo's victory.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived at Kobe at 1.30 p.m. on Tuesday, the 27th June, and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at 4 a.m. on Saturday, the 1st July.

The Indo-China str. *Laisong* left Calcutta for this port via the Straits on the 23rd inst., and may be expected here on the 10th prox.

The J.-C.-J. Linj str. *Tsinali* left Karatsu via Swatow and Amoy for this port on the 25th inst., and may be expected here on the 7th prox.

The C.P.R. str. *Athenian* left Vancouver on Monday, the 25th June, p.m., for Hongkong via the usual ports of call.

The str. *Lightning*, from Calcutta, left Singapore for this port yesterday afternoon, and may be expected here on the 3rd prox.

## NORTHERN CHINESE.

## FACTORY WORK IN MANCHURIA.

Contrary to what is the case in most parts of China, writes the British Consul at Newchwang (Mr. H. A. Little), farming is carried on in Manchuria on a comparatively large scale, average size of holdings being from 100 to 200 acres. There is ample scope, therefore, for labour-saving implements. Owing to the large numbers used up in the war, farmers are suffering from want of draught animals.

## MANUFACTURE OF FOREIGN-PATENTED STOVES.

In Newchwang, Chinese are beginning to take to foreign stoves for heating their houses. As the winter in Manchuria is long and very cold, there should be a good market for these goods. For the past year or two native have been making stoves of a foreign pattern, weighing about 50 to 70 lbs., and costing \$5 and \$7 respectively, and the annual sale it is said has amounted to about 1000. This year the demand has greatly increased, partly on account of the needs of a large number of Japanese who have come in, and he recently had in orders for 5,000, besides refusing many which he could not execute. The material used is old iron from abroad.

## SEWING MACHINES.

In recent years sewing machines have been coming into favour in all parts of China, and their use will certainly greatly extend as although the cost of a machine is about equal to the wages of one man for a year, the saving in labour is equal to the pay of 4 to 10 men according to the work done. In Newchwang, there are about 100 in use, pretty well every tailor's shop being provided with one, and in the last few months of the year one firm sold about 140, mostly for places in the theatre of war, where the needs of the troops have given the tailors much employment, and so created a demand for labour-saving appliances. It is to be noted that foreign thread should be supplied with the machines as native thread is too coarse and not strong enough.

## DEMAND FOR ANCHORS.

Amongst other things for which there seems a good opening are iron anchors, which are sold at £10. (Id. to £12.) a catty (133 lbs. av.), the raw material being imported at 3c. and made up here (Newchwang), chain and hemp cables, bolts, nails, and快ening materials. As there are supposed to be 20,000 boats plying on this river, and thousands of carts enter the port every year with produce from the interior, there must be very large consumption of these articles or native substitutes thereto.

## SKIRMISHING IN MANCHURIA.

A Tokyo telegram to the N.C. Daily News dated 23rd June says:—It is officially reported that the situation at the front on the 21st was as follows:—In the Yehoobing district, on the Kisan-Kirin Road, over a thousand Russians from Wangkung-kou marched westward, pressing the Japanese back to Haizhangchen, where they were in turn repulsed by heavy losses, and were being pursued by the Japanese main force from Weihsienpienmen. The Russian force consisted of about three battalions of infantry, four squadrons of cavalry and twelve guns, and was marching to the east of the Kirin Road, while a detachment on the westward of the road gradually appeared on the heights between Chapegong and Lishizhan, five miles to the north-east of Nanchintze. The artillery occupying the south-eastern height of Lienhsienchi opened a bombardment on the neighbouring Japanese, who engaged them for some hours and repulsed them. The Japanese completely occupied the height near Houshishibing, also on the Kirin Road, and were still in pursuit.

The same journal comments:—The Japanese official telegram, of which we publish a summary to our Tokyo correspondent this morning, indicates that the division on the right, which has lately had its headquarters at Weyiyanpienmen about ten miles north of Kisan, has taken up position at the post along that road well towards the next important city of Itungchou. The fighting described this morning appears to have occurred in connection with a determined Russian counter-attack made along both sides of the road at once, with the object of driving in the outposts, which had reached Lienhsienchi. The result, however, was that the main Japanese detachment has taken up position at Chapegong, ten miles further on its road, and the route has pushed on a corresponding advance to Houshishibing, ten miles beyond Lienhsienchi, and about parallel with Liao-yangweng, the last point recorded as reached by the Japanese left.

## SINGAPORE CHINESE JOIN AMERICAN BOYCOTT.

On June 29th, reports the *Singapore Free Press*, there was a large gathering of Chinese merchants and other members of the Chinese community at Singapore, to discuss the question of taking joint action with Shanghai and Hongkong in regard to American goods and the American Chinese Exclusion Act.

The meeting was representative of every section of Chinese traders, over 200 persons being present.

A resolution was proposed by Mr. Chan Teow Nam and seconded by Mr. Tan Hou Chow, that the action of the Shanghai Chinese Chamber of Commerce in deciding to boycott American twines and American goods until such time as satisfactory amendment be made in the laws dealing with the admission of Chinese into the United States, be approved, and that similar action be taken by the Chinese merchants in Singapore.

This resolution was carried unanimously and it was decided to cable the decision to Shanghai, and also to cable to the Board of Commerce, and the War-council at Peking urging them to strengthen the hands of the Chinese Minister in Singapore.

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## NOTICE.

Communications regarding Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication, after that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Literis.

P.O. Box, 33. Telephone No. 12

## NEW ADVERTISEMENTS

## TO LET.

THE GROUND FLOOR of premises at present occupied by KELLY & WALSH, LTD.

Apply— KELLY & WALSH, LTD.

Hongkong, 29th June, 1905. [1548]

## TO LET.

A LARGE FURNISHED ROOM (Bathoom) with Board for a Lady, or Married Couple preferred, in an English Family.

Apply to— "R." Care of Daily Press Office.

Hongkong, 29th June, 1905. [1549]

## NOTICE.

A REGULAR MEETING of the DISTRICT GRAND LODGE of SCOTTISH FREEMASONRY will be held in the FREEMASONS' HALL, Zetland Street, Tsimshau (FRIDAY), the 30th June, at 9 a.m. All Master Masons cordially invited to attend.

Hongkong, 9th June, 1905. [1553]

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

Hongkong, 18th November, 1904. [1550]

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company are CLOSED until the 4th proximo.

BRADLEY & CO., Agents.

Hongkong, 29th June, 1905. [1550]

## CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 74.

Removal work at the CAMBRIDGE REACH BARRIER, precautions to be observed.

NOTICE IS HEREBY GIVEN that the dredger Canton River has commenced work on the Northern side of the steamer passage through the CAMBRIDGE REACH BARRIER.

Vessels approaching the Barrier should keep a careful look out for signals and slow down at a sufficient distance to prevent their wash reaching the boat at work, and proceed dead slow until well past.

On no account must a vessel pass on the Northern side of the dredger.

When Red Flag is hoisted on a boat of any description it indicates that high explosives are on board.

When two Black Spheres are hoisted in the vicinity of the Barrier it indicates that danger would be caused to life and property by the wash of steamers.

If owing to any reason, it is unsafe for a vessel to pass the Cambridge Reach Barrier, a Red Triangular Shape, 6 feet in height, will be hoisted on the North Beacon.

A vessel seeing this signal hoisted should on no account attempt to pass.

J. HOWELL MAY,

Harbour Master.

Approved,  
F. J. MAYER,  
Acting Commissioner of Customs:  
Canton, 27th June, 1905. [1551]

JAVACHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAIA & MACASSAR, (taking care of all ports in Netherlands Indies) on through Bill of Lading.

THE Steamship

"TJIMAH."

Captain de Bruijn will be despatched for the above ports on or about the 11th July.

For information as to Freight and Passage, apply to the Head Agent of the

JAVA-CHINA-JAPAN LIJN,

(Alexandra Building, 3rd Floor).

Hongkong, 29th June, 1905. [1552]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOITA."

Captain Garland will be despatched as above on WEDNESDAY, 5th July, at DAYLIGHT.

For Freight or Passage apply to

JADEINE, MATHESON & CO., Agents.

Hongkong, 28th June, 1905. [1547]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex. as China.

From Persian Gulf ex. as B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 4th July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

I. S. LEWIS,

Acting Superintendent.

Hongkong, 28th June, 1905. [1548]

## INTIMATIONS.

## COPYING AND TRANSLATION.

**C**OPPER-PLATE-LIKE or Print-like Copying done on parchment, paper and cloth. Ornamental Calligraphy neatly executed (any size). Manuscript Music a specialty (facsimile) with extra copies if desired. Transposing same at reasonable time. Translations made of documents from English, French, Spanish and Portuguese and vice versa. Manuscript Programmes, Menus, Price Lists, &c., done at short notice in tasteful designs. Tracing Plans, colouring, &c., &c. Bottle Labels, Sign Boards, &c., executed with neatness. Accounts, Codes, &c., correctly copied. Official and legal documents engrossed and docketed with precision. A trial is solicited.

Apply to— "ANDREW,"  
Care of Daily Press Office.  
Hongkong, 28th June, 1905. [1549]

## AUCTIONS

## PUBLIC AUCTION.

**T**HE Undersigned has received instructions to Sell by Public Auction, On SATURDAY, the 1st JULY, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road, A Large and Varied Selection of FANCY GOODS;

Also  
A Quantity of MECHANICAL TOYS and GAMES;  
&c., &c., &c.,  
On View from Thursday.

TERMS OF SALE—As Usual.  
V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 28th June, 1905. [1543]

## PUBLIC AUCTION.

**T**HE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

On SATURDAY, the 1st JULY, 1905, at 2.30 P.M., at their SALES ROOMS, 8 Des Voeux Road, Corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE, Comprising—  
DOUBLE BRASS-MOUNTED BEDSTEAD with Wm. Mattress, TEAKWOOD OVERMANTELS and SIDEBOARDS with Bovelled Glass, MARBLE-TOP WASH-STANDS, TEAKWOOD WARDROBES, DINNER WAGGONS, GLASS & CROCKERY WARE, CANISTER CARVED BLACKWOOD WARE, PICTURES, &c., &c., &c.

TERMS.—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 27th June, 1905. [1530]

## PUBLIC AUCTION.

**T**HE Undersigned have received instructions from W. B. DIXON, Esq., to Sell by Public Auction, On MONDAY,

the 3rd JULY, 1905, at 2.30 P.M., within his residence, "DUNOTTAIR," The Peak, SUNDRY HOUSEHOLD FURNITURE, Comprising—  
OVERMANTELS with BEVELLED GLASS, BOOKCASES, SIDEBOARDS, TABLES, CHAIRS, WARDROBES, BEDSTEADS, CARPETS, BUGS, SUNDRY BLACKWOOD FURNITURE, GLASS and CROCKERY WARE, ICE CHEST, AMERICAN COOKING RANGE, &c., &c.

TERMS.—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 28th June, 1905. [1531]

## PUBLIC AUCTION.

**M**ESSRS. HUGHES and HOUGH have received instructions to sell by Public Auction

On FRIDAY, the 21st day of JULY, 1905, at 3 P.M., at their SALES ROOMS, the following

VALUABLE LEASEHOLD PROPERTY situated at MOUNT KELLETT in the Colony of Hongkong, viz.—

1. All that piece or parcel of ground being portion of the piece or parcel of ground situated at Mount Kellett aforesaid registered in the Land Office as Rural Building Lot No. 76 abutting on the North Side thereof on a portion of the said Rural Building Lot No. 76 described on the said Rural Building Lot No. 76 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 398 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 163 feet or thereabouts on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Rural Building Lot No. 76 and contains an area of 5,670 square feet or thereabouts Appointed Annual Crown Rent \$18.50.

2. All that piece or parcel of ground being another portion of the said Rural Building Lot No. 76 abutting on North Side thereof partly on a portion of the said Rural Building Lot No. 76 and partly Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on Mount Kellett Road and measuring thereon 189 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Rural Building Lot No. 76 and contains an area of 5,670 square feet or thereabouts.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of seventy-five years from the 6th day of March, 1876, created by a Crown Lease of the whole of the said Rural Building Lot No. 76 dated the 3rd day of June 1892.

A Sale plan of the said property can be inspected at the Office of Messrs. JOHNSON, STOKES and MASTER and at the Auctioneers' Office.

Messrs. JOHNSON, STOKES & MASTER, Auctioneers for the Vendor, or to  
MESSRS. HUGHES & HOUGH, Government Auctioneers.  
Hongkong, 22nd June, 1905. [1502]

## INSURANCES

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

## TOTAL FUNDS AT 31ST DECEMBER, 1904

\$17,161,299

AUTHORIZED CAPITAL... \$10,000,000

SUBSCRIBED CAPITAL..... 2,750,000

Paid-up Capital..... 687,500

II. LIFE FUNDS..... 3,601,288 12 9

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 28th June, 1905. [1532]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

The Undersigned having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [1514]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPPELLE.

The Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st September, 1903. [1522]

## PUBLIC COMPANIES

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## NOTICE.

**T**HE CERTIFICATE No. 2483 for 25 Shares in the above Company numbered 14,306 to 14,330 inclusive, standing in the Register of Shareholders in the name of TONG SHOU PANG, also the Certificate No. 2484 for 25 Shares in the above Company numbered 14,331 to 14,355 inclusive, standing in the Register of Shareholders in the name of TONG SHOU KIANG, having been LOST, it is thought in the destruction of the steamship "Yuen Wo" by fire in the Yantze River on or about the 26th April, 1905.

NOTICE IS HEREBY GIVEN that Certificates for the midday shares will be issued at the expiration of one calendar month from the date of this Notice, and that the Original Certificates will, unless produced within that period, be thereafter held by this Company as null and void.

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong 24th May, 1905. [1525]

## TO LET

## TO LET.

**I**MEDIATE POSSESSION; No. 2, SELBOURNE VILLAS, (No. 10, KENNEDY ROAD), 6 Roomed House, Servants' quarters detached. Lately renovated throughout.

Apply to— MOK KOON YUK, Comprador Office, Butterfield & Swire, Hongkong 24th May, 1905. [1525]

## TO LET.

NOS. 2, 5, 6, BARROW TERRACE, DURBEE HOUSE, KOWLOON.

THREE NEW HOUSES, CASTLE ROAD, HONGKONG.

Apply to— SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 1st May, 1905. [1524]

## BANKS

## THE DEUTSCH-ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS BERLIN.BRANCHES:  
Berlin Calcutta Hankow  
Tientsin Tsingtau TsinanfuLONDON BANKERS:  
M. M. ROTHSCHILD & SONS,  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.DEUTSCHE BANK (BERLIN), LONDON AGENTS  
DIREKTION DER DISCONTO GESELLSCHAFTINTEREST allowed on Current Account  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.M. HOMANN,  
Manager.

Hongkong, 1st April, 1905.

INTERNATIONAL BANKING  
CORPORATION.Fiscal Agents of the United States in China  
the Philippines Islands and the  
Republic of Panama.CAPITAL AND SURPLUS  
AUTHORIZED ..... Gold \$10,000,000  
CAPITAL PAID UP ..... Gold \$3,250,000  
RESERVE FUND ..... Gold \$8,250,000

HEAD OFFICE—New York.

LONDON OFFICE: Threadneedle House, E.C.  
Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,  
LIMITED.UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

BRITISH LINEAR COMPANY BANK

The Corporation transacts every description of  
Banking and Exchange business, receives  
money in Current Account and accepts Fixed  
Deposits at rates which may be ascertained  
on application.CHARLES R. SCOTT,  
Manager.20, Des Voeux Road,  
Hongkong, 26th May, 1905. [1062]

HONGKONG &amp; SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND ..... \$10,000,000

SILVER RESERVE ... \$8,000,000

\$18,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS.

H. A. W. SHADE, Esq., Chairman.  
A. HAUFF, Esq.—Deputy Chairman.  
Hon. C. W. DICKSON, J. H. Schickert, Esq.  
E. Goetz, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.  
G. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. E. R. Hunter

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per  
Cent. per Annun. on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annun.  
For 6 months, 3 per cent. per Annun.  
For 12 months 4 per cent. per Annun.J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th May, 1905. [23]

THE YOKOHAMA SPECIE BANK  
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,900,000

CAPITAL PAID-UP ..... " 18,000,000

CAPITAL UNCALLED .... " 6,000,000

RESERVE FUND ..... " 8,720,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio Kobe Nagasaki

London Lyons New York

San Francisco Honolulu Bombay

Shanghai Tianjin Newchwang

Daihui Peking Mukden

Port Arthur Chefoo

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED.

PAPE'S BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

On fixed deposits for 12 months 5½ per cent.

" " " " " 6 " 4 " "

" " " " " 6 " 5 " "

TAKEO TAKAMICHI,

Manager.

Hongkong, 22nd May, 1905. [27]

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE  
12TH NOVEMBER, 1895.

SUBSCRIBED CAPITAL Shanghai Th. 5,000,000

PAID-UP CAPITAL ..... 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton Peking

Chefoo Singapore

Hankow' Tsinanfu

Tientsin

The Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and sells Drafts and Telegraphic Trans  
fers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills  
Discounted.

INTEREST ALLOWED ON REPORTS

At 2½ per annum on Current Account daily  
balance.

3½ per annum on Fixed Deposits for 3 months

" " " " " 6 " "

" " " " " 6 " 12 " "

" " " " " 6 " 12 " "

E. W. RUITTER,  
Manager.

Hongkong, 17th May, 1905. [21]

WHY HAVE BILE BEANS  
SUCCEEDED?

Simply because of their unequalled curative properties. People always prefer the best—you do yourself. A few years ago Bile Beans were stocked only by a few of the leading and most far-seeling chemists. To-day every medicine vendor of note in the whole world over stocks them, and they are the most widely used family medicine.

Their origin and their success is most interesting. Some years ago Chas. Ford, an eminent Australian scientist, discovered a purely vegetable substance which has the peculiar property of acting on the human system in exactly the same way as nature's animal substance, life. After much careful study he combined this substance with some eight other vegetable ingredients, and then concentrated the product so obtained until a suitable dose could be compressed into the space offered by a small bean. This medicine, made up in the form of a "bean for the biles," soon became widely known as "Bile Beans." This use simply revolutionised the old method of pepsin, bismuth, or mercury dosing, and of starving sufferers from liver trouble and indigestion by placing them on liquid diet. Bile Beans do not give temporary relief only, and leave the patient weakened like the out-of-date, so-called remedies of forty or fifty years ago, containing probably ales, mercury, and other harmful drugs.

Bile Beans, without the slightest discomfort, prompt the liver and digestive organs to act in their normal way, leaving those organs strengthened and stimulated.

They produce a gentle action on the bowels, curing or preventing constipation, cleansing the stomach, and ridding the system of all impurities. Do not be misled by claims of half a hundred pills in the box, where probably four to six constitute a dose, and the doses cannot be discontinued. One Bile Bean is one dose. They can be discontinued after the cure is effected; they are purely vegetable; they do not contain any harmful drugs and they are the safest family medicine.

Bile Beans are a cure for indigestion, debility, biliousness, constipation, piles, nervousness, asthenia, female ailments, weakness, colds, chills, neuralgia, rheumatism, pains in the back, sleeplessness, loss of appetite, congestion of the liver, headaches, flatulence, pimples, skin eruptions, and a host of ailments having a common origin in impurity of the blood—a general congestion of the system, and loss of vital force. Obtainable from all chemists and medicine vendors. Price 75 cents (mer.) per bottle. [89-6

## BANKS

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.INCORPORATED BY ROYAL CHARTER, 185  
HEAD OFFICE—LONDON.CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE  
HOLDERS ..... £800,000  
RESERVE FUND ..... £875,000

INTEREST allowed on Current Account at the rate of 3½ per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

" " " " 6 " 3½ "

" " " " 6 " 3½ "

T. P. COCHRANE,  
Manager.

Hongkong, 18th May, 1905. [29]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rule  
may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed or FIXED  
DEPOSIT AT 4 PER CENT. per annum.For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902.

THE MERCANTILE BANK OF  
INDIA, LIMITED.AUTORISED CAPITAL ..... £1,500,000  
SUBSCRIBED ..... 1,125,000  
PAID-UP ..... £62,500  
RESERVE FUND ..... £11,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2½ per annum on the Daily balance.

ON FIXED DEPOSITS:

For 12 months ..... 4 " "

" " " " 6 " 3½ "

" " " " 6 " 3½ "

A. R. LINTON,  
Manager.

Hongkong, 27th June 1905. [26]

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000

CAPITAL PAID-UP ..... 2,500,000

HEAD OFFICE: TAIPING, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Kobe Tsinanfu

Amping Nagasaki Tamsui

Foochow Osaka Tokio

Keeling Shanghai Yokohama

HONGKONG OFFICE:

4, QUEEN'S ROAD.

Interest allowed on Current Account.

Deposits received on terms which may be learnt  
on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November, 1904. [1121]

NOW READY.

A TABLE OF THE

RATES OF EXCHANGE AT  
HONGKONGfor Demand Drafts on London on the day of or  
preceding the Departure of the English Mail;

also Table of Yearly Approximate Averages

FOR 31 YEARS,

FROM

1874 TO 1904.

Price 82 Cash. On Sale at the "DAILY  
PRESS" OFFICE or Local Booksellers.

Hongkong, 11th May, 1905.

## OLD-TIME SAILING SHIPS.

The student of passing events who has the time, and what is equally necessary, the knowledge, to take an intelligent interest in seafaring and the world of ships cannot fail to be struck by the manner in which sheer ugly utility has ousted from the face of the deep waters those beautiful creations of the shipbuilder's art which sailed the seas during the last century. Knowledge acquired at first hand is absolutely necessary, for even those who brave its dangers

Comprehend its mystery, so of the ancient clippers one may say that only they who have sailed in them are able thoroughly to understand the beauty of their design, both as regards hull and the cloud-aspiring tracery of masts and rigging. As the steamer gained mastery of the commerce of the world, so the clipper, with her haunting beauty, lost her pride of place. Beauty gave place to hideous utility. The swelling pyramids of snowy canvas disappeared before the black burr of the "tramp" steamer's smoke, and the soft patter of reef-points on the ivory fullness of "sleeping" sail was disturbed by the monotonous throb of the engine and the churning of the screw. In the days of the clipper shipbuilding was an art wherein the poetry of "fine" lines and graceful design had to be seriously considered, and the result was that from the British and American shipbuilding yards there passed into the water scores of wooden and composite vessels which were yachts so far as appearance and speed were concerned, but traders in reality, in that to them was entrusted the carriage of the commerce from the overseas colonies and foreign ports.

In the heyday of the art of the sailing clipper speed was the great idea, and the time occupied in the run out to the colonies or home from Foo-chow with "the first of the season's tea" was the first thought of the skipper who held command. Gones are those ships—scattered to every corner of the globe. The wantering sailor-man who comes ashore from a "tramp" steamer in a colonial port may still see many of these old stages, ending their days as coal or frozen meat bulk. There is a society for the preservation of ancient historic buildings, and one almost wishes that there existed a similar organisation for the protection of some of the more famous of those packets. In their youth and prime they played no incon siderable part in the progress of the world's trade; on their decks have been the scene of many comedies, acts of bravery, and also, possibly, of tragedy. About six inches of tar-engrained rope, known to seafarers as "ratline," lies before the writer. Could that bit of ancient shipfitting speak it would spin a yarn of old-time seafaring more enthralling than many modern romances. Ten years ago the writer wandered over the face of the sea as a "man before the mast" on an ocean "tramp" steamer. In the ordinary round of trading the ship came to Port Chalmers (New Zealand). Twas in the early months of the summer, when the country surrounding the land-locked port was clothed in all the wealth of native greenness. In the soft, calm evening, when the moon, like a silver disc, shone with non-tropical brightness, the harbour scene had a peculiar charm of its own. One gazed upon such a variety of ships. Here were ocean-going liners, steel-hulled sailing ships, white-painted island schooners, and, lying like dim blots on the silver-tinted calmness of the water, the black outlines of bulk. Here was the old "Edwin Fox," once a famous clipper, now a mere hulk. At the top end of the harbour lay another bedraggled craft, the "Rosalie," the mystery of whose origin could not fail to possess

## SHIPPING.

## ARRIVALS.

CARL DIKKESEN, German str., 774, H. Schlaikier, 27th June.—Haihong 25th June, General—Jensen & Co.  
CHUAN, British str., 2,352, H. W. Kenrick, 28th June.—Bombay 13th June and Singapore 23rd, Mails and General—P. & O. S. N. Co.  
ESANG, British steamer, 27th June,—from Canton.  
FOOSHUNG, British steamer, 28th June,—from Canton.  
HAICHING, British str., 1,267, A. E. Hedges, 28th June—Foochow, Amoy and Swatow 27th June, General—Douglas Laprak & Co.  
HONGKONG, French str., 742, A. Suzoni, 28th June.—Haihong and Hiohong 27th June, General—A. R. Marti.  
QUINTA, German str., 2,610, Frisch, 27th June—Bengkuk 21st June, Rice—Order TARTAN, British str., 7,383, W. Davison, R.N.R., 28th June—Vancouver 29th May, General—C. P. R. Co.  
TIGER, German gunboat, 28th June,—from Pakhoi.  
YUNNAN, British steamer, 27th June,—from Canton.

## CLEARANCES.

AT THE HAIHONG MASTER'S OFFICE.  
28th June.

Maria Valeria, Austrian str., for Singapore.  
Scottish Hills, British ship, for Manila.  
DEPARTURES.

28th June.  
CHUAN, British str., for Shanghai.  
COMILBANK, British ship, for Port Townsend.  
HANGSONG, British str., for Shanghai.  
KANSEI, British str., for Tsinan.  
LAUAN, British str., for Shanghai.  
LOONGMOON, German str., for Shanghai.  
SUISANG, British str., for Calcutta.  
WINGSONG, British str., for Canton.

## SHIPPING REPORTS.

The French str. *Hongkong* reports: Light breeze from S.E. and fine weather.  
The British str. *Hawking* reports: Fine weather and variable W. to S.W. wind.

## VESSELS IN DOCK.

28th June.  
ABBEDEEN DOCKS.—  
KOWLOON DOCKS.—  
Humber, Doh.  
COSMOPOLITAN DOCK.—Glenturret.

## VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHE LLOYD, BREMEN  
JAPAN—CHINA—AUSTRALIA LINE  
VIA NEW GUINEA.

STEAM FOR  
FRIEDRICH-WILHELMSHAVEN,  
HERBERTSHOEHE, MATUPI, SIDNEY  
AND MELBOURNE  
TO-MORROW, the 30th June, at Noon, the Steamer "WILLEHAD," Captain Oberauer, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed aboard.  
NORDDEUTSCHE LLOYD,  
For Further Particulars, apply to  
MELCHERS & CO., Agents.

Hongkong, 27th June, 1905. [1352]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship  
"HAICHING."

Captain Hodges, will be despatched for the above ports TO-MORROW, the 30th inst., at 11 A.M.  
For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,  
General Managers.  
Hongkong, 28th June, 1905. [1546]

FOR MARSELLES, LONDON AND ANTWERP,  
VIA SINGAPORE, PENANG,  
COLOMBO, AND PORT SAID.

THE Buckland Line Steamship  
"MANICA."

Captain Leslie, will be despatched as above on THURSDAY, the 6th July, at DAWLIGHT.  
For Freight, apply to

NIPPON YUSEN KAISHA,  
Agents.  
Hongkong, 27th June, 1905. [1533]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
FRENCH MAIL STEAMEERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
EGYPT, MARSELLES,  
LONDON, HAYRE, BOR-  
DEAUX, MEDITERRA-  
NEAN AND BLACK SEA  
FORTS.

THE Steamer  
"OCEANIEN,"  
Captain Court, will be despatched for MAR-  
SELLES on TUESDAY, the 11th July, at 1 P.M.  
Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:  
S.S. "TOURANE" ... 23rd July.  
S.S. "TONKIN" ... 8th Aug.  
S.S. "ARMAND BEHIC" ... 22nd Aug.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 28th June, 1905. [12]

FOR NEW YORK  
VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT THE MALABAR  
COAST).

THE Steamship  
"KENNEBEC,"  
will be despatched on or about the 20th July,  
to be followed by the Steamship  
"BREIZZEL,"  
about the middle of August.

For Freight & further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK  
Oriental Freight Department.  
4 Des Vaux Road, Central  
Hongkong, 28th June, 1905. [1118]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	STEAMERS' NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	BENLOMOND	Brit. str.	—	Henderson	GIBR. LIVINGSTON & CO.	About 27th inst.
LONDON, &c., VIA PORTS OF CALL	NESSA	Brit. str. 2	—	E. J. Fox	P. & O. S. N. Co.	On 1st July, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PALEMO	Brit. str.	1 m.	E. G. Andrews	P. & O. S. N. Co.	About 7th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th Aug.
MARSELLES, LONDON & ANTWERP, &c.	PALEO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th Aug.
MARSELLES, &c., VIA PORTS OF CALL	OCAMANEN	Fren. str.	—	Leclerc	GIBR. LIVINGSTON & CO.	On 6th July, at Daylight.
BREMEN, VIA PORTS OF CALL	DAEMSTADT	Ger. str.	k. w.	Courte	MESSAGERIES MARITIMES	On 11th July, at 1 P.M.
BREMEN & HAMBURG VIA STRAITS, &c.	BERGAVIA	Ger. str.	k. w.	G. Bolle	MELCHERS & CO.	On 5th July, at Noon.
BREMEN & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 7th July.
BREMEN & HAMBURG VIA STRAITS, &c.	ACILLA	Ger. str.	k. w.	Schulke	HAMBURG-AMERIKA LINIE	On 12th July.
BREMEN & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 26th July.
BREMEN & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Lüning	HAMBURG-AMERIKA LINIE	On 9th Aug.
BREMEN & HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 23rd Aug.
TRISTE, &c., VIA SINGAPORE, &c.	NIPON	Aus. str.	—	Seich	SANDER, WIELER & CO.	On 6th Sept.
GENOA, MARSELLES & LIVERPOOL	TELEMACHUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSELLES & LIVERPOOL	STENTOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 27th Aug.
NEW YORK, VIA PORTS & SUEZ CANAL	MONTSO	Brit. str.	—	MacFarlane	DODWELL & CO. LTD.	About 30th inst.
NEW YORK & BOSTON	AFRICAN PRINCE	Am. str.	—		ARNHOLD, KAHRENG & CO.	About 12th July.
NEW YORK VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	—		STANDARD OIL CO.	On 20th July.
NEW YORK	INDRAWADI	Brit. str.	—		SHewan, TOME & CO.	On 25th July.
NEW YORK VIA SUEZ	VEONA	Ger. str.	k. w.	Dobronz	CARLOWITZ & CO.	On 25th July.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	TAETAR	Brit. str.	1 m.	Haase	HAMBURG-AMERIKA LINIE	On 5th July.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	PLEIADES	Am. str.	2 m.	W. Davison, R.N.R.	CANADIAN PACIFIC R. CO.	On 12th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	INDRAWADI	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 19th July.
VICTORIA (B.C.) & SEATTLE, &c., VIA JAPAN	WILLEHAD	Brit. str.	—	F. G. Purington	DODWELL & CO. LIMITED	On 26th July.
PORTLAND, OREGON VIA SHANGHAI, &c.	NICOMEDIA	Brit. str.	—		BUTTERFIELD & SWIRE	On 17th July.
AUSTRALIAN PORTS	WILLEHAD	Brit. str.	—	Wagner	PORTLAND & ASIATIC S. S. CO.	On 7th July, at Daylight.
AUSTRALIAN PORTS	AMOY	Brit. str.	—	Oberauer	MELCHERS & CO.	To-morrow, at Noon.
YOKOHAMA, VIA SHATOW & MOJI & KOBE	TIENTSIN	Brit. str.	—		JARDINE, MATHERSON & CO.	On 10th July, at 3 P.M.
YOKOHAMA, VIA SHATOW & MOJI & KOBE	TIENSHIN	Brit. str.	—	E. P. Martin, R.N.R.	JARDINE, MATHERSON & CO.	To-day.
CHEFOO & NEWCHWANG	CEBU & ILIOILO	Brit. str.	—		BUTTERFIELD & SWIRE	On 11th July.
SHANGHAI	TIENSHIN	Brit. str.	—	F. E. Andrews, R.N.R.	JARDINE, MATHERSON & CO.	On 1st July, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	TIENSHIN	Brit. str.	—		JARDINE, MATHERSON & CO.	On 5th July, at 3 P.M.
TIENSHIN	FOOSHING	Brit. str.	—	do Brouwers	JAVA-CHINA-JAPAN LINN	About 11th July.

## NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Purington	Wednesday, July 12th
SHAWMUT	9,606	E. V. Eberhart	Thursday, July 20th
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th

Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo tariffed in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, 26th June, 1905. [17]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS

TO SAIL

REMARKS

SINGAPORE AND BOMBAY	TIENTSIN	On 29th June	Freight only.
SHANGHAI	CHUAN	About 30th June	Freight and Passage.
LONDON, &c.	NUBIA	Noon, 1st July	See Special Advertisement.

LONDON and ANTWERP

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	On 7th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	On 14th July.
GLASGOW and LIVERPOOL	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 28th July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 5th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th August.

HOMEWARDS.

TO	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 4th July.
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 28th August.

Taking Cargo for Liverpool at London Rate.

TRANS-PACIFIC SERVICE.

Operating in conjunction with:

THE NORTHERN PACIFIC RAILROAD CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA,  
EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 17th July.
VICTORIA, SEATTLE, VICTORIA and PACIFIC COAST	"MACHAON"	On 7th August.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	On 4th July.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS. [9-10]

Hongkong, 28th June, 1905.

CHINA NAVIGATION CO.  
LIMITED.

FROM	STEAMERS	TO SAIL
CHIANGHUA and NEWCHWANG	"YUNNAN"	On 30th June.
MANILA, ZAMBOANGA PORT	"TAMING"	On 5th July.
DARWIN, THURSDAY ISLAND, COOGTOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 10th July.
CEBU and ILOIO	"KAIFONG"	On 11th July.

The attention of Passengers is directed to the superior accommodation offered by those steamers which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th June, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.R.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
STEAMERS.

1905

DARMSTADT	WEDNESDAY	5th July
SAC-SEN	WEDNESDAY	10th July
SCHAENHORST	WEDNESDAY	2nd August
PRINZ FRIEDRICH	WEDNESDAY	18th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
ROON	WEDNESDAY	27th September
BAYERN	WEDNESDAY	14th October
GNEISENAU	WEDNESDAY	23rd October
PRINZESS ALICE	WEDNESDAY	8th November
SACSEN	WEDNESDAY	22nd November
PRINZ REGENT LUFTPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 5th day of JULY, 1905, at NOON, the Steamship "DARMSTADT" Captain G. Boite, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port as above CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd July. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 4th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY the 4th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than 12.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation, and carries Doctor and Stewardesses.

Linens must be washed on board.

NORDDEUTSCHE LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 23rd June, 1905.

INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS 50 SAIL.

TIENTUNG via SWATOW and CHEFOO "ESANG"..... Thursday, 29th June, 3 P.M.

\* MANILA ..... "LOONGSANG"..... Friday, 30th June, 4 P.M.

SINGAPORE, SOURABAYA and "FOOSHING"..... Saturday, 1st July, Noon.

\* SINGAPORE, PENANG & CALCUTTA "KUMSANG"..... Wednesday, 5th July, 3 P.M.

\* These steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chafao, Tsinshau and Yangtze Ports.

+ Taking Cargo on Through Bills of Lading to Labat, Dan, Simpura, Tawoo, Kudat, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS. [18]

Hongkong, 29th June, 1905.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

"TARTAR"..... 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 5th July.

"EMPEROR OF JAPAN"..... 6,000 Tons Com. H. Pritchard, R.N.R. WEDNESDAY, 12th July.

"EMPEROR OF CHINA"..... 8,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.

"ATHENIAN"..... 3,652 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.

"EMPEROR OF INDIA"..... 6,000 Tons Com. E. Booth, R.N.R. WEDNESDAY, 23rd Aug.

Hongkong to London, 1st Class..... via St. Lawrence £20. via New York £22.

Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

or Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent.

9, Pader Street

Hongkong, 24th June, 1905. [146]

VESSELS ON THE BERTH.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENJAMOND,"

Captain Henderson, will be despatched on

about TUESDAY, the 27th inst.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th June, 1905. [146]

DAMPFSSCHIFFS-BEREDERL "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

With Liberty to Call at the Malabar Coast.

THE Steamship

"VERONA,"

Captain Dobronz, will be despatched for the

above port on or about TUESDAY, the 26th July.

To be followed by the Steamship

"ALBENGA,"

Captain Petersen, on or about end of August.

For Freight, apply to

CARLOWITZ &

## POST OFFICE NOTICES.

"Mails for CANTON, SAMSHU and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m. A mail for MACAO per s.s. *Wing-tai* is closed every week-day at 5 p.m. Mails for NAMDAO, SANJU, KONGHOO, KUMCHU, SAMSHU, WUCHOW and CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 8 a.m. No mails are despatched to those places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FROM	TO	DATE.
E. Rickmers	Thursday, 29th, 8.00 A.M.	
Fri.	29th, 9.00 A.M.	
Goldschmid	Thursday, 29th, 11.00 A.M.	
Hengshan	Thursday, 29th, 1.15 P.M.	
Ernst	Thursday, 29th, 2.00 P.M.	
Carl Diederichsen	Thursday, 29th, 5.00 P.M.	
Willhelm	Friday, 30th, 5.00 P.M.	
Hongkong	Friday, 30th, 9.00 A.M.	
Haiching	Friday, 30th, 10.00 A.M.	
Hengshan	Friday, 30th, 1.15 P.M.	
Ruth	Friday, 30th, 3.00 P.M.	
Loongsong	Friday, 30th, 3.00 P.M.	
Yunnan	Friday, 30th, 3.00 P.M.	
Fooshing	Satur., 1st July, 10.00 A.M.	
Saturday, 1st July.		
Printed Matter and Samples	10.00 A.M.	
Registration... with late fee of 10 cents, up to 10.45 A.M.	11.00 A.M.	
Hengshan	Satur., 1st July, 1.15 P.M.	
Hengshan	Monday, 3 July, 1.15 P.M.	
Hengshan	Tuesday, 4 July, 2.15 P.M.	
Pakancou	Tuesday, 4 July, 5.00 P.M.	
Tartar	Wednesday, 5 July.	
Darmstadt	Wednesday, 5 July, 9.00 A.M.	
Beungshan	Wednesday, 5 July, 12.15 P.M.	
Kunsang	Wednesday, 5 July, 2.00 P.M.	
Taminy	Wednesday, 5 July, 3.00 P.M.	
Siberia	Thursday, 6 July, 6.15 P.M.	
Hengshan	Thursday, 6 July, 12.15 P.M.	
Hengshan	Friday, 7th July, 12.15 P.M.	

## COMMERCIAL.

## CLOSING QUOTATIONS.

28th June

On LONDON—	Telegraphic Transfer .....	1.10
	Bank Bills, on demand .....	1.10
	Bank Bills, at 30 days' sight .....	1.10
	Bank Bills, at 4 months' sight .....	1.10
	Credit, at 4 months' sight .....	1.10
	Documentary Bills, 4 months' sight .....	1.10
On PARIS—		
	Bank Bills, on demand .....	226
	Credit, at 4 months' sight .....	289
On GERMANY—		
	On demand .....	192
On NEW YORK—		
	Bank Bills, on demand .....	45
	(Today, 60 days' sight .....	46
On BELGIUM—		
	Telegraphic Transfer .....	140
	Bank, on demand .....	140
On CALCUTTA—		
	Telegraphic Transfer .....	140
	Bank, on demand .....	140
On SHANGHAI—		
	Bank, at sight .....	71
	Private, 10 days' sight .....	72
On TOKORAMA—	On demand .....	92
On MANILA—	On demand—Peso .....	424
On SINGAPORE—	On demand .....	6.00 p.m.
On BATAVIA—	On demand .....	1.25
On HAMBURG—	On demand .....	11.45 p.m.
On SAIGON—	On demand .....	1.45 p.m.
On BANGKOK—	On demand .....	614
SOVEREIGN, Bank's Buying Rate .....	10.55	
GOLD LEAF, 100 fine, per tael .....	56	
BAB SHANE, per oz. ....	27	

## OPIUM.

28th June.

Quotations are— Allowances not to 1 cent.	
Mala New .....	\$12.00 to — per pound.
Mala Old .....	\$12.50 to —
Mala Older .....	\$13.00 to —
Mala V. Old .....	\$13.50 to —
Persian fine quality .....	\$18.00 to —
Persian extra fine .....	\$19.00 to —
Patau New .....	\$12.50 to — per sheet.
Patau Old .....	\$12.50 to —
Behari New .....	\$10.50 to —
Behari Old .....	\$10.50 to —

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The I.G.M. str. *Athenaeum* left Moji on Sunday at 10 a.m., and may be expected here on Tuesday a.m.

The I.G.M. str. *Dornstadt* left Kobe via Nagasaki, Shanghai and Foochow on Tuesday, the 27th June at 4 a.m., and may be expected here on Tuesday, the 7th July p.m.

The I.G.M. str. *Scharnhorst* left Colombo on Saturday, p.m., and may be expected here on Wednesday, the 6th July.

THE CANADIAN MAIL.  
The C.P.R. str. *Empress of Japan* arrived at Kobe at 1.00 p.m. on Tuesday, the 27th June, and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at 4 a.m. on Saturday, the 1st July.

MERCHANT STEAMER.

The str. *Afghan*, Prince, from New York, left Singapore on the 24th June, and is expected here on the 1st July.

The P. & A. str. *Nimrodia* left Portland on the 24th May, and is due here on the 2nd July.

The str. *Lightning*, from Calcutta, left Singapor for this port on the 28th June, p.m., and may be expected here on the 3rd July.

The P. & A. str. *Nimrodia* left Portland on the 5th June, and is due here on the 6th July.

The J.C.J. Lin str. *Titanic* left Karatsu via Shimonoseki and Amoy on the 24th June, and may be expected here on the 7th July.

The P. M. str. *Monachia*, with mail, &c., which left hence May 30th for San Francisco via Amoy, Shanghai, Nagasaki, Kobe, (Inland Sea), Yokohama, and Honolulu, arrived at her destination on the 27th inst.

The I.G.M. str. *Lai-shing* left Calcutta for this port via the Straits on the 24th June, and may be expected here on the 1st July.

The str. *Safra* sailed from New York on the 5th June.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, 28th June.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer .....	29.77	29.80	29.70
Temperature .....	85	84	86
Humidity .....	74	76	71
Wind Direction .....	SW	W	SW
Force .....	1	1	1
Weather .....	0	c	c
Rain .....	—	—	—

Highest open air temperature on 27th..... 87  
Lowest open air temperature on 27th..... 74

MESSES. FALCONER & CO.'S REGISTER, 28th June.

Barometer 9 a.m.. 29.78 Therm. (Webbul) 8 a.m. 79

Barometer 4 p.m.. 29.75 Therm. (Webbul) 1 p.m. 80

Barometer 4 p.m.. 29.69 Therm. (Webbul) 4 p.m. 79

Thermom. 9 a.m.. 82 Therm. Maximum ..... 86

Thermom. 1 p.m.. 80 Therm. Minimum over

Thermom. 4 p.m.. 86 Therm. night ..... 80

## THE HONGKONG DAILY PRESS, THURSDAY, JUNE 29TH, 1905.

## Milkmaid BRAND Milk

Guaranteed Full Cream.

TRADE MARK on every Tin.

See this Label.

Largest Sale in the World.

76

## JOINT STOCK SHARES.

Hongkong, 28th June.

## NOTICES TO CONSIGNEES.

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "SHIMOSA."

## FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 30th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 24th June, 1905. [1519]

## SHELL LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## THE Steamship.

## "GOLDMOUTH."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 3rd July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 3rd July, at 2 p.m.

All Claims must reach us before the 6th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & CO., Agents.

Hongkong, 27th June, 1905. [1534]

## S.S. "TOURANI" COMPAGNIE DES MESSEAGERIES MARITIMES.

## NOTICE.

## CONSIGNEES of Cargo from London ex v.s. Adour and Charante, from Bordeaux ex v.s. Ville de Rochefort, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their Marts into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-DAY, requesting it to be landed here.

Mills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 3rd July, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd July, or they will not be recognized.

All damaged packages will be examined on Monday, the 3rd July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 26th June, 1905. [1526]

## OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## ONSIGNNEES per Company's Steamer

## "IDOMENIUS."